

THE WEST SIDE'S GROWTH.

UPPER SECTION'S ADVANTAGES FOR DWELLING PURPOSES.

THE DEVELOPMENT OF RIVERSIDE DRIVE—REAL ESTATE MEN TALK OF THE CONDITIONS—IMPROVEMENTS SUGGESTED.

To the superficial observer of the transactions which have been noted from day to day in the field of realty, the succession of new items concerning property in that section of the city known as the upper West Side, has brought no small degree of astonishment. Vocabularies have been exhausted and terms have ranged from surpassing to phenomenal in the effort to describe the existing conditions. Even those persons whose finger, so to speak, is on the pulse of the market, have in some instances shared in the general feeling, and from wondering at the present they have passed to the more important consideration of whether the future will live up to it. That something considerably like a boom exists in the section indicated there is no occasion to deny, but that it has all of the elements of mystery that are suggested by the uninitiated, leaves reasonable cause for doubt. In fact, among those who look upon the present movement as phenomenal are some of the very persons who predicted not so many years back that it would take place. Memories are treacherous at times, a fact which was distinctly admitted to prominent broker yesterday by the writer.

The conversation turned upon recent transactions in the Boulevard and Riverside Drive. The broker, whose present clientele demands an entirely different class of property, was pooh-poohing the movement, and called it a passing phase of the general situation, which meant nothing and would not be permanent. It was then that he was reminded of a prediction which he himself made to the writer at the time when the Boulevard was laid out, that, with Morningside-ave., Central Park West and Riverside Drive, it would eventually become one of the most fashionable sections of the city.

That there might be no mistake, a file of old newspapers was hunted up, and his own words in an interview were shown to him in black and white. The broker in question was not alone in his prediction at that time. Thirty-two years ago, when the section above Sixty-ninth-st., bounded on the east by Central Park West and on the west by Riverside Drive, was being laid out, real estate men in general believed that it was destined to become one of the fashionable sections of the city.

LIMITING LINES EXTENDED.

At that time the centre was far south of Fifth-st., and confined to a radius west of Fifth-ave. Much property was vacant in Fifth-ave. and in the adjacent streets, all along what was considered the desirable neighborhood. In the remarkable evolution which has marked the city's growth the limiting lines have been extended broadly. Madison-ave., in general, has become the eastern boundary, with occasional lapses into Park-ave. But the demand for lots between Fifth and Madison aves. and Sixtieth and Ninety-second sts. has been such that vacant property is scarce, and prices have reached a point where to all but the few they are practically prohibitive.

This being the case, the persons seeking desirable localities on which to build or rent have had to look elsewhere. And only a little looking was necessary to bring out the fact that there were other sections of the city which possessed great natural advantages. The Riverside section, Cathedral Plateau, Washington Heights and even as far as Riverdale began to be dotted with homes, and fine ones, too, and the building operations exceeded in extent anything which had been known for years. The monotony of the architecture which is observable in the older parts of the city does not mar the natural beauty of the landscape. When the active movement toward this part of the city began property-holders and architects had outgrown the primitive notion that each house must be exactly like its neighbor, and that an unbroken line was the sign of beauty. The lesser cost of land makes a bit of green possible and a drive along the Riverside at this season reveals stately and picturesque homes, showing their faces through frames of green, and crowning rolling, well-kept lawns. The air is sweet and redolent, and the breezes from the river are fresh and invigorating.

It is a remarkable and complete transition from the narrow streets closely packed with stone and mortar, where a tree or shrub struggles for a breath of air or a ray of sunlight. Dwellers here enjoy life and see life. What if extremists have set apart a few blocks in another section as the most fashionable. Here fashion comes when it wants an outing. The long lines of carriages, the horsemen and the cyclists make up a daily pageant for the dwellers on Riverside Drive which vies with anything in the world for light and color and beauty. And as if this were not enough, there is the added glory of the Hudson, its broad perspective forming the stage for a panoramic display of sails and craft of every kind.

Persons who live along the Drive are also inclined to believe that if the city made a few improvements in that part lying between the railroad tracks and the Hudson it would do much to increase interest in the section. The erection of a few buildings, not necessarily of an expensive kind, with facilities for boats, these buildings to be used generally by those who are attracted to this beautiful part of the city, would probably do much toward increasing the already great interest in Riverside Drive. From time to time property-holders have called attention to the necessity of substantial railings on the edge of the embankment, and proper paths leading down to the shore line. There is a splendid chance for the landscape artist to show his ingenuity and to produce improvements at once picturesque and useful. In the summer, people are allowed to wander at will near the shore, and many of them would undoubtedly welcome the erection of seats under shady trees and small tables for the purpose of spreading a luncheon. Any of those things which will tend to make Riverside Drive a recreation place for orderly people would doubtless be advantageous.

There is already a movement under way for the erection of a magnificent boathouse near Eighty-third-st. and the vacant property in that section is now used for club purposes. Another factor in the development of the upper West Side will be in the additional facilities for reasonably fast transportation afforded by the change in motive power on that portion of the Third-ave. railroad system affecting residents on the upper West Side. The improvement, which has already been begun, will probably be extended to the Boulevard, or "New Broadway," and will be a means of developing the section.

Riverside Drive represents only one part of a section to which investors and homeseekers are looking with great interest every day. It is there that all the vacant property is not yet gone is a distinct advantage. It makes competition possible, and competition is a good thing. Some one once said that it is the life of trade. It is certainly the life of the real estate business. Generalizations are good sometimes, particularly when they are based upon such self-evident propositions as the fact that the West Side property is desirable. But the opinion of the specialist lends weight. For this reason it seems well to add to what has been said the opinions

of several real estate brokers, who were talking also in a sort of way and not necessarily for publication.

WHAT REALTY MEN SAY.

Mr. Galliard, of McVickar & Co., said yesterday: "The present season has shown a wonderful improvement, especially along the Boulevard and Riverside Drive. New dwellings-houses are in demand, and high-class apartment-houses have met with success that is gratifying in the extreme. The point is that investors and builders seem to have confidence in the permanent nature of the improvement. In renting, the tone is different than for several years past. Among those things to which may be attributed the present excellent state of the market, I would include the change in motive power in Amsterdam-ave., and the Central Park West. The passage of the Ford bill was of the utmost importance. The demand which we note on the upper West Side seems to be for fairly large and high-class dwellings. There is also a considerable demand for smaller dwellings in those streets below the limit of the Park. The sale of the Whitney estate lots in Riverside Drive, One-hundred-and-fifth and One-hundred-and-sixth aves., and the block front sold by a day or two ago will tend to improve the entire neighborhood with extraordinarily high-class dwelling-houses that will compare with those in Fifth-ave. or anywhere else." Slawson & Hobbs said that though the fall had become rather more the season for renting, the business thus far had been better than might have been expected. Apartments from \$50 upward have been sought for in great numbers, and there seems to be no letup at any time in the demand for upper West Side tenement-houses. In Washington Heights the demand for \$10 and \$20 flats is large, and for \$1,200 to \$1,500 houses tenants are found readily. There are already many inquiries for fine dwellings for full occupancy, and the demand for high-class dwellings in Riverside Drive, Central Park West and Manhattan Square is steady and increasing.

L. J. Phillips & Co. tell the same story. They are extremely busy and the line of their demand is much the same. People have learned that they can get more—in fact, about four times as much—for their money by coming to the West Side, and they are doing so steadily. With the advantages of price are combined those of more modern houses, and the activity in the section is a natural sequence of the advantages which are in evidence. The firm believes that only the beginning of even greater activity in that section.

FOR AN ORE REFINERY IN CANADA.

A DUTY ON CANADIAN LEAD INDUSTRY PROMPTS THE SCHEME.

Montreal, April 29 (Special).—A syndicate of capitalists, headed by James R. Wilson, of this city, has organized, with a preliminary capital of \$2,000,000, for the purpose of erecting at some point in Canada the largest ore refinery in the world. Of the immense output of lead bullion with which Canada is credited not a pound is refined in the Dominion; it all goes from the British Columbia and Idaho mines to the United States, and is then smelted to American refineries. There is a Canadian duty of 10 per cent ad valorem on lead ore, so that lead as a raw material to Canadian manufacturers is unduly high, although it is a native product. The Canadian Pacific Railway, which has a large smelter at Trail, B. C., recently urged the Canadian Government to amend the customs law as to permit this duty to be refunded when the lead ore is refined in Canada. The government has refused to do so, and the question of the duty on lead ore and pig lead is on the carpet for further consideration by the Inter-Continental Conference, which is now sitting at Quebec in August. British Columbia is anxious to have the United States duty on lead ore removed, for their bullion, but the United States refuses, the American duty comes from the fact that the Government has been urged either to make such concessions in other commodities, or to give substantial assistance in the erection of a refinery in Canada. The members of the syndicate, which is now considering the erection of such a refinery, assert that existing conditions will have to be changed before competition with the United States can be profitable. Cheap coal being a sine qua non, they will ask the Government to take off the present duty of 40 cents a ton on American coal. A substantial subsidy, probably in the shape of a bonus on the output, according to quantity, will also be asked.

A MODEL NEW APARTMENT HOUSE.

One of the newest and most favorably situated apartment-houses on the West Side is the Van Horn at West End-ave. and One-hundred-and-sixth-st. It faces the intersection of Broadway and West End-ave., and commands a glorious view of the Hudson River, the Palisades, Columbia University and Grant's tomb. The neighborhood is a most excellent one. There are two apartments on each floor, consisting of eight large rooms and bath. They are handsomely decorated and are trimmed with mahogany, oak and maple. There is a central elevator, and each apartment has a telephone. In all respects the fittings are up to date.

HOUSES IN THE NORTHERN SUBURBS.

No. 23 in the Four Track Series of George H. Knapp, general passenger agent of the New-York Central and Hudson River Railroad, is called "Real Rapid Transit to Fifty Suburban Towns." It gives succinct information about places in the commutation district on the Harlem, Putnam and Hudson lines, and the divisions of the road, within ten minutes to one hour's ride from the Grand Central Station. The towns have a synopsis of distances, number of trains, time and fares, and a list of real estate agents. This publication, which is issued by the railroad, is equally valuable to the summer and to the permanent resident.

ASKED TO PHILADELPHIA EXPOSITION.

Philadelphia, April 29.—The Philadelphia Commercial Museum is now sending letters to over seven hundred Chambers of Commerce, Boards of Trade and similar bodies in all parts of the world, inviting the attendance of representatives at the International Commercial Congress to be held here in October. It is expected that there will be many acceptances to participate in the coming exposition.

PROPOSED ORE REFINERY IN CANADA.

Toronto, Ont., April 29.—A dispatch to "The Mail and Empire" states that a syndicate of Canadian capitalists has formed a company to erect in Canada the largest ore refinery in the world. The company is said to have a capital of \$2,000,000, with power to increase it to \$5,000,000. Those in the deal include J. R. Wilson, Montreal; E. Goff Penny, M. P., Montreal; C. C. Colby, Standstead, Quebec; R. G. J. LeDuc, St. Hubert; J. Thompson, Montreal; and R. M. Thompson, managing director of the Canadian Copper Company, of New-Jersey, who are the principal promoters.

THE PRINT CLOTH MARKET.

Fall River, Mass., April 29 (Special).—The local print cloth market is firmer and more active, and the sales for the week were about 175,000 pieces. A number of the sales were wide odds disposed of at a shade below the basis of 24 cents for regulars. Regular goods were sold in moderate quantities at 24 cents, and there is an inquiry about that bids fair to clean up the stock before much more trouble. The market is quiet, with the outlook, and have no immediate intention of breaking the prices to effect larger sales. There can be no large accumulation before July, as most of the mills are fairly well engaged on orders, and as money is reasonable there is no reason to expect a large accumulation. The fact that some buyers who had been holding off for 24 cents came in and bought regulars at the prevailing quotation, and the market, for it gave to the market a much better tone.

NEW STATE CORPORATIONS.

Albany, April 29.—The following companies have been incorporated:

The Cliff & Guilbert Company, of New-York, to manufacture appliances for fire protection; capital, \$100,000. Directors—Cliff & Guilbert, of New-York.

The Atlantic Filter Company, of New-York; capital, \$100,000. Directors—John D. Jones and Grace P. Davis and Brainard Tolles, of New-York.

The Jessup Cyclone Pulverizer Company, of New-York, to manufacture mechanical pulverizers or grinding mills; capital, \$200,000. Directors—Thomas Brooks Adams, of New-York, and John C. Jessup and William L. Stroud, of Brooklyn.

Craig Construction Company, of Brooklyn, to deal in real estate; capital, \$500,000. Directors—Craig, John Hutton and James H. Strain, of Brooklyn.

United States Paper Company, of New-York; capital, \$5,000,000. Directors—John C. Jones, of New-York, and Alexander Rosenthal, of New-York.

The Auburn Dairy and Condensers Company, of Auburn; capital, \$250,000. Directors—Frank A. Elbridge, of North Fair Haven, and William M. Collier, of Auburn.

New-York Bureau of Information, of New-York; capital, \$500,000. Directors—John E. Thomas, of Brooklyn, and John L. Caven and William E. Felt, of New-York.

National Motor Company, of Buffalo; capital, \$500,000. Directors—John Laughlin, Michael H. Purcell, James H. Purcell, and Henry J. Schmitt, of Buffalo, and H. H. Hoffer, of Lancaster, Penn.

Stoddard & Rice's Dairy Company, of Dayton, Ohio; capital, \$250,000. Directors—William F. Rich and John C. Stoddard, of Dayton, and Charles B. Stoddard and J. E. Woodruff, of Buffalo.

E. R. Holden & Co., of New-York, to carry on a brokerage business; capital, \$500,000. Directors—E. R. Holden, of New-York, and Henry A. Darnell and Lida Holden, of New-York.

THE ATLANTIC-AVE. TUNNEL.

PLANS FOR RAPID TRANSIT FROM NEW-YORK TO LONG ISLAND.

FROM CORTLANDT-ST. TO JAMAICA IN TWENTY-FIVE MINUTES—FREQUENT TRAINS TO BE RUN—AN IMPORTANT BROOKLYN STREET TO BE RECLAIMED.

Not only will the construction of the Atlantic-ave. tunnel, which has been made possible by the passage of the bill providing for it in the closing hours of the Legislature, permit business men in Manhattan to reach Nostrand-ave. in Brooklyn in twelve minutes and Jamaica in twenty-five minutes, but it will also result in the carrying out of a number of other improvements which the Long Island Railroad has in contemplation.

The whole of the trunk line from the terminal in Cortlandt-st., Manhattan, will be equipped with electricity. A large and commodious station will be built in Cortlandt-st., which it is expected will at some time in the future occupy a whole block of ground. The underground stations will be fitted up with all the conveniences essential to the comfort and the rapid transportation of the patrons of the road. The tunnel under the East River will consist of two large tubular conduits, lighted by electricity and thoroughly ventilated.

The subway in Atlantic-ave., Brooklyn, and those portions under Manhattan and Brooklyn, will consist of a double-track tunnel. Elevators will carry the passengers to the street level. The tracks will be depressed all along Atlantic-ave., where they now run on the surface. This depression will be followed by the removal of the fences and all obstructions on the surface, and the asphaltizing of the entire street from curb to curb.

The tracks will come to the surface at Nostrand-ave., Brooklyn, and from there to East New-York part of the line will be depressed and part elevated.

MONEY FOR THE WORK.

A large portion of the bond issue of \$45,000,000 remaining after retiring the present issues of the Long Island Railroad and its tributary lines, and the floating indebtedness of the road, amounting in all to about \$22,000,000, will be applied to the improvement and expansion of the Long Island Railroad in accordance with the plans for the tunnel and the increase in equipment which it will render necessary.

It is believed that the opening up of the through route from Long Island to Manhattan will in a few years result in an enormous traffic along this line. To meet this plan has been made for a large increase in the yard facilities at Jamaica. Large tracts of land have been purchased north and south of the present tracks, and will be utilized for the rapid transit through Jamaica will be made, and it is estimated that the improvements there, including a large and handsome station, will cost at least \$500,000.

Probably the most important feature of the plan is the proposed tunnel through Manhattan. It is expected that trolley lines will be built at various points as feeders. These will also be as far as possible built on the surface at small stations, and will make possible a genuine express service.

Another idea which is expected to be of mutual benefit to the Long Island Railroad and to men of small means who have families in the city is to arrange cheap summer accommodations at the various summer resorts along the lines of the railroad. The class of people who, it is hoped, will appreciate the proposed scheme, cannot afford to expend several hundred dollars for a cottage at the summer resorts, but would be able to pay a reasonable rent for a summer home. It is proposed that the Long Island Railroad establish summer colonies on beautiful tracts of land, upon which they will erect small, comfortable cottages. These houses could be rented for \$40 a week, and the summer and winter residents could take their families there for the summer and go to and come from business every day.

IT WILL RECLAIM ATLANTIC-AVE.

People living in Brooklyn near Atlantic-ave. will rejoice to learn that at last there seems to be a possibility that the railroad tracks will soon be removed. It has always been a matter of surprise to visitors from other cities that Atlantic-ave., which has the width to make it one of the finest streets in the borough, should really have so little importance, and should be practically ruined by the railroad. Above Flatbush-ave., Atlantic-ave. is practically useless as a business street. On account of the tracks and the fences inclosing them, the sidewalks are narrow, and a thoroughfare is also impaired, and the streets which cross Atlantic-ave. are obstructed and the borough is practically divided into two parts by the tracks. This has prevented the uniform development of the borough. Streets which are devoted to high-class residences a few blocks away, when they approach Atlantic-ave. run down into the second-class. A large amount of property will be redeemed and values enhanced when the tracks are taken from Atlantic-ave., and it is made a finely asphalted thoroughfare. It is the intention of the Long Island Railroad to run a surface trolley line where the main tracks now are. These cars will connect with the tunnel trains at Nostrand and Flatbush aves.

TO PROCEED AT ONCE WITH THE WORK.

William H. Baldwin, Jr., president of the Long Island Railroad, when seen by a Tribune reporter last night, said that his company would go ahead at once on the improvement of Atlantic-ave., and would begin the construction of the tunnel as soon as the necessary consents can be obtained from the property-owners under whose property on the Heights the tunnel will pass. If no trouble is experienced in obtaining these consents Mr. Baldwin said he would have the roadway will have trains running through to Manhattan in two years and a half.

In describing concisely just what the bill passed by the Legislature provided for Mr. Baldwin said: "It gives us permission to construct the tunnel under the East River and to Cortlandt-st. in Manhattan. According to the terms of the act we are to have the franchise for seventy-five years. The first part of the work, the Atlantic-ave. improvement, was provided for in the bill passed in 1897. This bill, under which we will now proceed, provides that the Long Island Railroad shall pay half of the cost of improving Atlantic-ave., and that the city shall pay the other half. The terms of this agreement are similar to those under which the tracks of the New-York Central were brought into the city."

Just as soon as Mayor Van Wyck signs this last bill we will go right ahead on the construction. I do not know the Mayor's ideas on the bill, but I presume he will sign it as it is. It is the people of the city who will see to the tunnel bill."

"The only thing that will delay us at all is the matter of securing the consents of the property-owners under Columbia Heights. After the tunnel reaches Fulton-st. by way of Pineapple-st., it will turn toward the Borough Hall, where the first station will be situated. The next station will be at Flatbush-ave."

THE CITY AND THE TUNNEL.

SPECIAL MEETING OF THE RAPID TRANSIT COMMISSION TO BE HELD NEXT TUESDAY.

A special meeting of the Rapid Transit Commission has been called for next Tuesday afternoon at 4 o'clock, in the Chamber of Commerce. The purpose of the meeting is to afford the Commissioners and their counsel an opportunity to decide upon the attitude they will take at the public hearing to be held before the Mayor on Wednesday next upon the amendments to the Rapid Transit bill. It is not likely that any of the Commissioners will offer objections to the signing of the measure, for the reason that the Board has come to the determination that private capital need not be employed for the construction of the road, because in a few months the city will be in a condition to undertake the project.

It is probable also that this will be the last meeting of the Board which Alexander E. Orr will attend in his present capacity. His tenure of the presidency of the Chamber of Commerce,

TO THE PUBLIC.

Explanation due to Gram-o-phone dealers.

IN reply to inquiries why it is now impossible in many cases to obtain GRAM-O-PHONES where they are usually for sale, we desire to say that it is no fault of the dealers.

Manufacturing facilities increased FIVE times within a year have not been sufficient.

THAT'S ALL.

We have stopped exporting; we have actually re-imported our own goods sent to a foreign country, and yet have been unable to supply the domestic trade.

NATIONAL GRAM-O-PHONE COMPANY.

874 Broadway, corner 18th Street.

By virtue of which office he is a member of the Rapid Transit Commission, terminates next Thursday. It is not yet known whether his successor in the Commission will be elected next Tuesday.

TRANSFER AGREEMENT IN FORCE.

THE ARRANGEMENT BETWEEN THE MANHATTAN AND THE THIRD AVENUE COMPANIES BEGINS SUCCESSFULLY.

The transfer agreement between the Third Avenue and Manhattan railroad companies went into effect yesterday morning. The new system met on immediate morning. The downtown trains in the early morning carried hundreds of passengers from the upper reaches of the city who exchanged transfer slips bought from the conductors of the surface lines for the regular tickets on the elevated road. This was due mainly to the fact that passengers were exposed at all the elevated stations showing the points covered by the traffic agreement, while signs were conspicuously displayed directing passengers as to the procedure to be followed in buying and giving up their tickets.

These transfers are good between all lines on the elevated roads and the Third Avenue surface main line, on No. 40th-st. and St. Nicholas-ave. line, the Dry Dock and East Broadway line, and the Union Ferry line. Passengers transferring to the elevated road from the surface cars obtain from the conductor for an additional ticket on the elevated road, which they exchange at the elevated stations for a ticket, which they deposit in the box. The coupon can be purchased at any time, and is good for two hours after issue. Passengers transferring to the surface road from the elevated road must purchase their coupons with their regular elevated road tickets in red and upown in green. Surface road tickets are chocolate on the Third Avenue main line, red on the Second-ave. line, and chocolate on the Dock road, and lavender in the Union Railway lines.

THOMAS NAST'S DAUGHTER DEAD.

DIES IN THE HOUSE OF MRS. ELIZABETH B. GRANNIS, WITH WHOM SHE BOARDED.

Miss Julia Nast, daughter of the well-known cartoonist, Thomas B. Nast, was found dying in her room at No. 31 East Twenty-second-st., at noon yesterday by Mrs. Elizabeth B. Grannis, with whom she boarded.

Miss Nast, thirty-five years old, and was graduated from the Bellevue Nurses' School seven years ago. Up to one week ago she was attending a patient, but was compelled to relinquish her work owing to a severe cold. She was able to be about, and did not show any serious symptoms.

BAKERS ON STRIKE.

Thirty-six journeymen bakers employed in twelve shops in West New York went on strike yesterday for a workday of nine hours. They have been working ten hours a day for several days. The bakers had no objection to making arrangements to buy bread to serve their customers.

HAD NO COPY OF THE ORDINANCES.

The Women's Club of Jersey City started a movement recently to secure cleaner streets, and invoked the aid of the city officials. The police decided to enforce the ordinance prohibiting persons from throwing waste-paper or sweepings into the streets, or putting rubbish that would blow about in ash-barrels. Property-owners and tenants were informed, and yesterday thirteen were before Police Justice Piers on summons.

The Justice has for two years been complaining because no copy of the ordinances was available for the use of the police. He asked the Customs work has not been completed, and Justice Piers dismissed the case because he was not positive of the existence of the ordinance.

NEITHER COMPLAINTS NOR TIPS.

It was made clear yesterday, on the arrival of the two big transatlantic steamships, the St. Louis and the Lucania, that the examination of cabin passengers' baggage could be performed without complaint or tips. The charges made by Collector Bidwell a few days ago against twenty-two customs inspectors for receiving money to pass luggage without examination has frightened other members of the force. They receive \$4 a day, and were in the habit of making all that they could besides from incoming passengers by taking gratuities and passing the baggage.

There was no favoritism, yesterday, and there was only one complaint, and that was made by a second-cabin passenger on the St. Louis, who complained of the examination of his baggage in the barroom of the liner while under quarantine. He objected to the questions required to be asked by the Customs vessel was being docked. He had no complaint to make about the way his trunks were searched, however.

The St. Louis and the Lucania brought to these shores between 825 cabin and 1,182 steerage passengers, or 1,907 persons in all.

A STEWARD DIES AT SEA.

Henry Galway, sixty-one years old, one of the stewards of the Cunard steamer Lucania, died at sea of pneumonia on April 27. The body was brought to port.

MORE INCREASES OF PAY FOR MAY 1.

Youngstown, Ohio, April 29.—Notices have been posted at the blast furnace of the Mahoning Valley Iron Company, Andrews & Hitchcock Brier Hill Iron and Coal Company, Struthers Furnace Company, Ohio Iron and Steel Company and Youngstown Coal Company, providing for an advance of 10 per cent in wages on May 1.

Pittsburg, April 29.—The United Traction Company has advanced the wages of twelve hundred employees 10 per cent, and following this, the West End Traction Company to-day announced an increase of 7 1/2 per cent to two hundred men. Kountz Bros. have given their brickyard employees at Harnmarville an advance of 7 1/2 per cent.

MINERAL PRODUCTION OF CALIFORNIA.

San Francisco, April 29.—According to the report of the State Mining Bureau, the total mineral production of California for 1898 is valued at \$2,250,679. In 1897 it was \$2,145,441, in 1896 \$2,581,298 and in 1895 \$2,544,064.

The gold production is placed at \$1,906,676, a slight increase over 1897.

RUPTURE CURED!

Hernia can be cured with as much ease and certainty as a broken limb, but it is as useless to attempt to cure Rupture with a Truss that cannot be worn night as well as day, or one that will not retain the hernia completely and constantly until adhesion is perfected, as it would be to cure a broken arm or leg by stripping off the splints and bandages and moving the broken parts every few hours. We may say in nearly all cases of Rupture cures will be effected if the pressure is retained constantly and invariably the same.

Age or length of time a patient has been ruptured will not prevent a cure. It is only necessary to keep the intestines within the abdomen and the opening securely closed.

We are very frequently asked to guarantee a cure in some particular case, and have at different times been offered large sums to do so. In all cases, whether application is made personally or by letter, we do our best to cure, and any promise we might make would not increase our efforts. For the sum named, which is always moderate, our intentions are to furnish a perfect-fitting truss.

If the case is curable by any means, and our directions are carefully followed, a radical cure may be expected. If it is not curable, the patient will be made safe and comfortable and we shall be free from the charge of misrepresentation. In our relations with customers we are candid and straightforward.

We have supplied our Improved Elastic Truss to thousands of unfortunate people who have been suffering from the instruments of torture in the shape of wrongly constructed and badly fitting trusses.

Navel Ruptures and Stout People.

We reduce the flesh and at the same time cure your rupture. Obesity belts used to advantage by corpulent people, both ladies and gentlemen, to reduce corpulence and give shape to a pendulous or relaxed abdomen. The use of these belts reduces your size and leaves no room for surplus fat to accumulate; also gives absolute safety from Navel Rupture, relieves the dragging sensation peculiar to pendulous abdomen and improves the shape.

Those interested on the subject call on or write and get a catalogue free of charge to the

IMPROVED ELASTIC TRUSS CO.,

768 BROADWAY,

Two doors below from Wanamaker's.

Owing to the large increase in our business we have been obliged to move to 768 Broadway (we were formerly 785 Broadway), where all our old customers and the public generally will be welcome.

Our Trusses are not sold by agents or druggists.

On request will furnish street address of any testimonials.

CLOSED SUNDAYS, BE SURE OF THE NUMBER, 768 BROADWAY.

LADIES IN ATTENDANCE FOR LADIES. EXAMINATION FREE.

DR. ABBOTT ON DISARMAMENT.

HE SAYS THAT HE IS IN FAVOR OF A PERMANENT SUPREME COURT OF THE NATIONS OF THE WORLD.

The Rev. Dr. Lyman Abbott addressed an audience composed almost exclusively of the Society of Friends in the Friends' Meeting House, Fifth-st. and Rutherford Place, yesterday afternoon. His subject was "The Disarmament Conference." The address was delivered through an interpreter, which Dr. Abbott received from the Philanthropic Committee of the Westbury Quarterly Meeting.

Before the address of Dr. Abbott resolutions were adopted which are to be sent to the Disarmament Conference at The Hague. These resolutions read as follows:

We hail with much satisfaction the International Conference to be held at The Hague next month for the purpose of promoting the cause of disarmament and international arbitration, and we hereby express earnestly the hope that much may be accomplished by its appointment. We are much gratified that by appointment of the President of the United States our own country is to be ably represented at the conference, and we hereby express earnestly the hope that much may be accomplished by its appointment. We are much gratified that by appointment of the President of the United States our own country is to be ably represented at the conference, and we hereby express earnestly the hope that much may be accomplished by its appointment.

The Car did not propose that nations shall do away with their armaments. He only proposes that there shall be a limit to the preparations for war. I consider the proposition of the Car wise and statesmanlike.

Many of us think that many wars could have been avoided if the two disputing nations had submitted their differences to arbitration. I myself think that war cannot always be avoided, but I also think that, with the exception of temperance only, war is the greatest curse to humanity. In war the tiger man is let loose; in the case of temperance the hog is let loose. The one expression of the difference between the two is the play of courage. There is glory in war for some. But, mark you, there is glory in war and glory in war. Permit me to explain myself. There is glory in war when courageous acts are done; there is glory in war when war is averted. We all admire the courage of nurses when they brave the dangers of a pestilence to save lives, but who

would contribute to the opportunity for the display of such courage?

I hope out of the Disarmament Conference shall grow a desire to settle international differences, not by the sword, but by the pen. It shall lead to the establishment of a permanent supreme court of the nations of the world.

A few others spoke upon the subject, among them Aaron M. Powell and Henry W. Wilbur.

APPOINTED POLICE JUSTICE.

JOSEPH B. BRAY SUCCEEDS MICHAEL DAVIS IN ORANGE.

Orange, N. J., April 29 (Special).—Governor Voorhees yesterday appointed Joseph B. Bray to be Police Justice of Orange for a term of one year, to succeed Michael Davis, who has held the office for about twelve years. The salary is \$1,300 a year. Mr. Bray is one of the prominent Republicans of the county. He was born in Hudson County in 1845, served throughout the Civil War in the 2d Regular Cavalry and at the close of the war went into the express business in Orange. He sold out twelve years ago, and engaged in the real estate business. He served on the Board of Freeholders in 1887 and 1888, and from 1889 to 1898. He is a member of the Republican County Committee, of the United Dredge Post No.